



NCESA

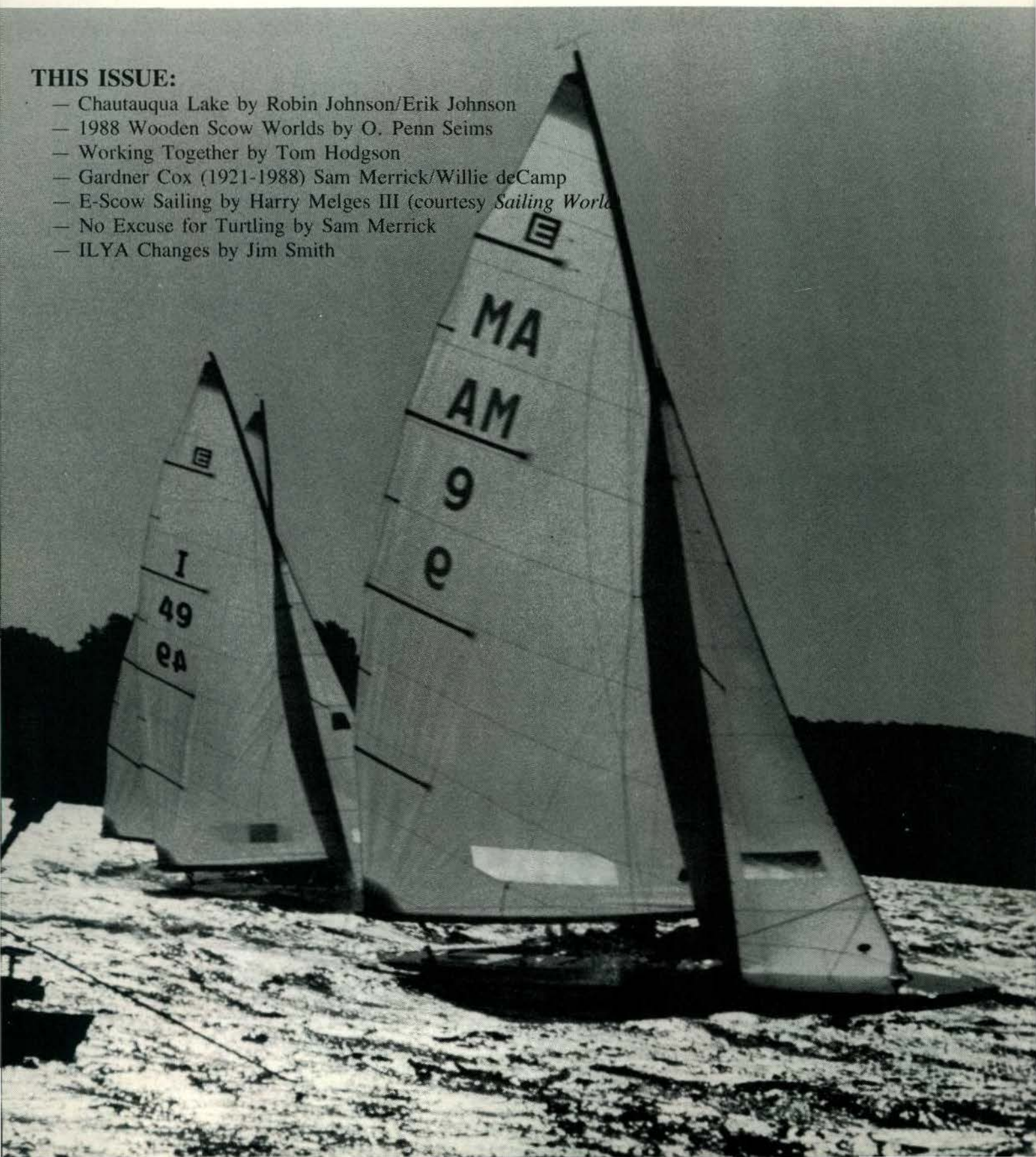
SUMMER 1988 Vol. 24 No. 1

REPORTER

photo: Ricky Lindemann

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COMMODORE'S COMMENTS

I recently had a request to write an article for the local newspaper in Muskegon regarding the forming of a new E-Fleet at Muskegon Yacht Club. The request seemed a bit frightful. Where do I begin and what do I write about? Well, as I began the text, the article became easier to write. What a better way to promote something when you enjoy what you are writing and talking about.

In the past decade, the variety of sailboats available for purchase has been overwhelming, with many racing classes particularly feeling the pressure of holding their memberships. Fortunately, the E-Class is on an upswing with the boat builders manufacturing more boats than in the past few years. This certainly is one gauge of things that are happening right now for the 1988 season. With local, regional and national promotions, our class can develop new and existing fleets.

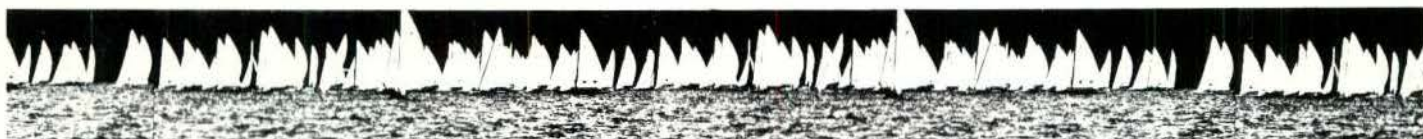
The spring and early summer regattas are upon us. Now is the time to think about someone who may be interested in E-Scow sailing and hasn't been asked to participate. Take some extra time and patience on a week night, Saturday or Sunday afternoon local race and show others what E-Scow racing is all about. Chances are they won't turn around and buy an E-Boat the next day, but they will be talking about it for sometime with friends.

The E-Scow class although relatively small in numbers around the country, has a world renowned reputation as being a high performance one-design boat. So let's spread the word and have others experience this wonderful sailing machine. We can share our good fortune by going an extra step to promote and build on what we already have.

Paul Wickland

Western Michigan sailors and E-Sailors in particular were saddened to hear of the sudden death of Bruce Wathen.

Bruce began his sailing career in scows in the late 1950's at the Muskegon Yacht Club and was an instigator in the early development of NCESA in Western Michigan. His sailing abilities brought him many championship top ten finishes in NCESA Regattas, and participation in the early Blue Chips. He was a great and tireless promoter of the class. We are going to miss him.



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CHAUTAUQUA LAKE — WHERE EAST MEETS WEST

by Robin Johnson

Despite the fact that Erik and I moved from Chautauqua Lake to Toms River last October, the Publicity Committee for the Chautauqua '88 Nationals — a committee whose motto undoubtedly is “delegate” — asked if we'd be willing to write an article for the *Reporter* about the regatta site.

What the committee was banking on, of course, was that nine months of homesickness would come into play and that we would give an account of Chautauqua Lake so heaped in nostalgia that there wouldn't be a dry eye in the house.

They're so transparent, aren't they? But so right. Chautauqua Lake, where the very first National Championship was sailed in 1959, is a super place to race E's. Trust us.

For those of you who haven't been there, it's conveniently located where East meets West, 2½ hours east of Cleveland and 1½ hours south of Buffalo: no 24-hour hauls for anyone. The central location traditionally has meant a better-than-average turn-out for National Championships, too.

The word Chautauqua literally means “bag tied in the middle.” If you look at a map, you'll see that there appear to be two lakes, which locals refer to as the upper and lower lakes. Actually these “lakes” are joined at the “narrows” and as of 1983 the Veterans' Memorial Bridge spans Chautauqua at this “narrowest” point.

From end to end Chautauqua is twenty-six miles long and anywhere from 1-1½ miles wide where we'll be racing in the lower lake.

If you've heard that cruel joke “there are two seasons in Chautauqua County — winter and July” don't despair. All that means is that there could be some good breeze in September, so pack a fourth and your Patagonias. September air, together with generally shifty lake conditions, makes for some challenging sailing.

Should things be lighter than you'd like, your fourth (or friends and family) will be able to hitch a ride on one of the CLYC spectator boats. Cheerleading is big on Chautauqua!

The club itself is located in Lakewood, NY, charming with its Victorian architecture, and only two miles from all major motels, gas stations and convenience stores.

Additions to the CLYC clubhouse over the past couple of years to insure a well run regatta include a second hoist for easy water access, an expanded dining room, and a large deck with a panoramic view of the lake (should I be writing a real estate advertisement, or what?). The club's bar and snack bar hours will be adjusted during the regatta to accommodate sailors, so there'll be no need to chase down a Quarter-pounder once you've arrived.

Take note, though, that a village ordinance strictly enforced by the police forbids camping at the CLYC. Please make arrangements for a motel (they can be had cheaply) or call Joan Erickson (716-763-0644) or Ann Foley (716-763-6106) well before the regatta for private housing.

If watching sailboat racing isn't your idea of a great time (communist), come along anyway. Chautauqua Institution, at the upper end of the lake near Mayville, is a terrific place to spend an afternoon or two. The Institution is a Victorian community (circa 1850) dedicated to the study of philosophy, religion, education and music. It's a lot of fun to stroll through the streets, shop, catch a lecture or enjoy an outdoor lunch.

Across the street from the yacht club is the Green Farm, a beautiful old tudor and Lakewood's finest gift shop. There's also a Pappagallos there, ladies, if the weather doesn't cooperate with your wardrobes.

All in all, as a past board member and one who was reluctant to leave, I promise you that the CLYC really pulls together for a regatta of this magnitude. You can count on a well organized, efficiently run event. And if all this means nothing, perhaps I can get you there by making the official announcement: Party at Joe's!

ADDITIONAL NOTES:

by Rick Turner, Regatta Chairman

Chautauqua Lake is located well west of the Finger Lakes of New York, not being one of this group, but a single lake along in this wide area of Erie and Buffalo. It has been a summer resort for years for the cities around, principally Pittsburgh. The one hundred year old cultural settlement of Chautauqua Institute is on the upper part of the lake. With an elevation of 1450 feet above sea level, Lake Chautauqua is 20 miles long and one of the highest navigatable lakes in the country.

The lake is not new to many E Skippers as the Club has been host to several Nationals and Eastern Championship Regattas. New visitors to the lake should have no disadvantage because there are not great hazards to be aware of. There is rolling countryside that surrounds the lake but they do not normally affect the winds other than would be normally expected from such terrain. Typically, winds are westerly in direction and vary depending on the weather systems in the area. Winds are not normally affected by Lake Erie as the Regatta location is about 25 miles inland from that body of water. Water conditions are generally flat except when the wind fetches the long dimension of the lake, from the northwest. Wind from this direction can produce moderately heavy chop. Under these conditions a splashboard is a must.

The sailing area is located ¾ of a mile northwest of the club. This area is circular and the water area enables the set up of any course selection with any wind direction. Depth throughout the course area ranges from 10 to 25 feet averaging 15-18 ft. The bottom is generally mud and could cause problems for anyone unfortunate enough to turtle. Sailors should stay at least 150 feet away from shore with boards fully extended and clear of all government marks indicating shoals which are located around the perimeter of the lake.

Chautauqua Lake Yacht Club has two cement launching ramps and two jib boom crane launching hoists. The club is equipped with locker room facilities with hot showers for men and women. There are two docks 220 and 180 ft. respectively providing mooring in front of the club. Space in front of the club is available for overnight anchorage. Those wishing to take advantage of this should bring their own anchor, marker, and 25 feet of line. The club also has a bar and restaurant/snackbar facilities. We will have a menu available for sailors Wednesday night prior to the Regatta. There will be no camping allowed on or adjacent to club facilities. All campers should make arrangements at Camp Chautauqua.

Those sailors traveling from the west should take Interstate 90 to a point just east of Erie, Pa. Take Route 17 east to Stow, exit Rt. 394. Take 394 east to Lakewood. Sailors coming from the east take Route 17 to Jamestown, exit at Route 60. Take 60 South to Route 394 and 394 West to Lakewood. From the south sailors should take Interstate 80, Exit 18 at Pennfield Route 153. Rte. 153 north to 219, 219N to 948 North, 948 to Route 6, Route 6 to Route 62, Route 62 to Route 60, Route 60 to 394 West and Lakewood. Jamestown is serviced by a U.S. Air Commuter with many flights per day connecting with Pittsburgh. Other airports within 1½ hour drive include Erie and Buffalo.

SAILING CHAUTAUQUA LAKE

by Erick Johnson

This non-resident author has been asked to describe the sailing conditions for the 1988 National Championship to be held on Chautauqua Lake. Oh let's cut the B.S. Start next to Harry and tack whenever he does; if you're good, you'll be second.

But to make a potentially short article a little longer, I suggest following the advice of E-scow great John Gluek, who once said, "When in doubt, head for shore."

This seems to hold true more often than not on Chautauqua where the prevailing wind is westerly or some version thereof on a lake with an East-West axis. This makes for some generally good sailing if the Wind Gods cooperate.

During July and August the winds tend to be fairly light, but with the regatta in September, almost anything can happen. The wind seems to be controlled by weather fronts that last anywhere from 24 hours to four or five days. If a cold front hits, it will blow hard for two days and drop off on the third. If the wind swings to the East, the least likely direction, plan on wearing your rain gear; I have almost never seen sunny skies and easterly winds.

What makes Chautauqua a fun lake to sail and yet a fair lake is that you will experience shifts and changes in wind velocity quite often, but you don't get 90° and 180° wind shifts like I've seen on other lakes. If you sail hard and smart, you'll be rewarded in the end.

As for particulars, I see it this way:

West Wind — Steady, Breeze. Slight oscillations in direction. If it's there in the AM, hang on in the PM.

South Wind — Very shifty and puffy. Winds come down over side hills and make for interesting sailing. Look for a pattern; it will be there!

North Wind — Cold winds bounce down over side hills. That's right; these come from Canada, and they are totally unpredictable. After 28 years of racing on this lake, I still don't know which side I want to approach the weather mark from. It is truly a crap shot.

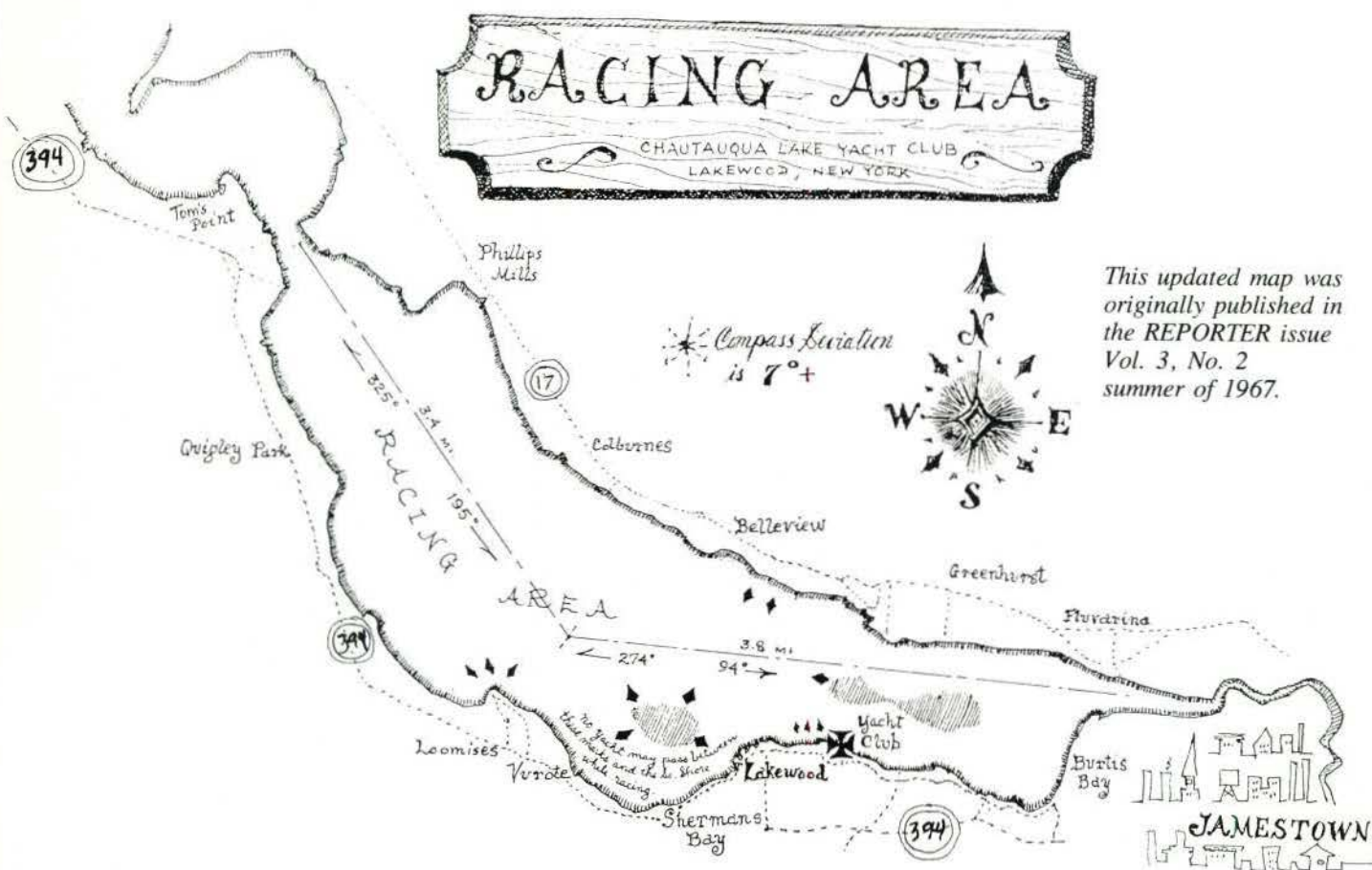
East Wind — Stay at the bar.

More seriously, Chautauqua Lake is one of the better regatta sites used for this event. Come and you'll enjoy yourselves. It's centrally located, and the locals go out of their way to put on a good show.

By the way, tack in Harry's face, not next to him! Good luck and see you there.

P.S. — from an occasional visitor:

I remember playing the right side (near shore) and making good progress while three of the hottest types went on a long starboard out into the middle of the lake — must have been a sailmakers' contest! They looked lost and slow — but wait, all three suddenly picked up a 20° veer and sailed into the windward mark on a lifted port tack. So watch out!



This updated map was originally published in the REPORTER issue Vol. 3, No. 2 summer of 1967.

1988 WOODEN SCOW WORLDS

May 7th & 8th Miles River, St. Michaels, Maryland

by O. Penn Seims

The Fourth Annual Wooden Scow Worlds were held on May 7th and 8th, 1988 on the Miles River at St. Michaels, Maryland. Temperature on both days was in the high 70's and winds ranged from 5 to 15 knots.

Race #1 on Saturday was a two-leg, reach and run starting at the Miles River Yacht Club and finishing at the waterfront home of Mr. and Mrs. Wm. C. Storey. Only after a bottled beverage was consumed by each crew member could a boat be officially considered finished. Powered by this incentive, Dean Lennox, sailing a 1972 Melges was first followed by Brian Haumersen and Tom Storey.

Race #2 was a short triangle sailed upriver. This race, also won by Lennox, required but one tack and one jibe. Regardless, many boats still displayed the classic windward-board-down look.

Race #3 was a one leg, point-to-point beat back to the Miles River Yacht Club. Despite Haumersen's many attempts to drive Lennox into the soft river mud, Lennox again prevailed. Bill Storey, sailing his stripped-out '64 Melges was third, owing in great part to the tireless efforts of his crew in keeping the boat afloat with pumps and buckets.

Race #4 was held later in the afternoon at the Storey's. It was

won by Winning Colors. Wagering on the Kentucky Derby, Mint Juleps and Dick Haumersen's home brewed beer are a post-race tradition at the Woodies.

Race #5 was held on Sunday morning. The Race Committee, chaired by Grant Lennox and Tom Wiss, set a long windward/leeward. The fleet split early with Lennox and Tom Storey venturing out into the building tide on the left. Sarah Koten, sailing a 1972 Melges stayed right and quickly regained early distance lost through an unfortunate grounding. From the windward mark, it became a three-boat race toward a downwind finish at the Club. Lennox, Koten and Storey finished within a boatlength while locals scurried for fenders to protect their Hinkleys.

The regatta was once again successful. The Saturday evening crab feast in Easton was delightful, The Miles River Yacht Club was most accommodating as were the Storey's, our hosts.

Following tradition, the 1989 Wooden Scow Worlds will once again be sailed on Kentucky Derby weekend on the Miles River off St. Michaels. As this will be the fifth anniversary, additional activities are now being planned. Skippers and crews are encouraged to begin gluing old boats together now.

For further information about the 1989 Worlds, contact Brian Haumersen at 201-539-0300 or Bill Storey at 203-869-7315.

REGATTA FORMAT: Three races on Saturday, one on Sunday.

LAUNCH SITE: Miles River Yacht Club

MEALS: Lunches will be available for skippers, crews and fans. Saturday night banquet will be held at local restaurant or at private residence. Crabs, chicken & beer to keep the costs manageable...

IF YOU COME EARLY OR STAY LATE:

Within a fifty mile radius of St. Michaels, you can:

- Visit Annapolis
- Poke around old villages
- Go looking for antiques
- See the Maritime Museum in St. Michaels
- Hop in your scow and sail around the rivers and bays.

WEATHER: It should be in the 70's, but of course, it could be colder... The water temp should be around 60 degrees.

LIABILITY: To keep our hosts smiling, you should bring proof of proper insurance and probably sign a waiver to indemnify them in the event you mess up.

LODGING: St. Michaels Motor Inn — (301) 822-8660 (close to everything)

The Marinor — (301) 822-4600 (about 15 minutes from the regatta site)

Econolodge — (301) 822-6330 (about 20 minutes away)

Perry's Cabin — (301) 745-5178 (Expensive, but very nice and very close)

ENTRY FEES: Around \$20 per boat, plus dinner on Saturday, which we plan to keep around \$15 per person.

SCANTLING NOTES: High-tech stuff is discouraged, but accepted. Everything is grandfathered. Masthead flotation will be an oddity.

MORE INFO: Brian Haumersen

P.O. 822

Far Hills 07931

(201) 398-5497 — Home

(201) 539-0300 — Work

Bill Storey

69 Williams Street

Greenwich, Conn.

(203) 869-7315

1987 WINNER: Mike Rian, Lake Wawasee, Indiana.

1988 WOODEN SCOW WORLDS

photo: John Moorshead



Miles River Yacht Club.

photo: Tim Storey



Brian Haumersen and crew going for another sand bar.

photo: Brian Haumersen



First Place winner Dean Lennox with backstay man, Jack Lennox.

photo: Brian Haumersen



Fourth Place winner Bill Storey with crossed crab hammers.

1988 WOODEN SCOW WORLDS

photo: Tim Storey



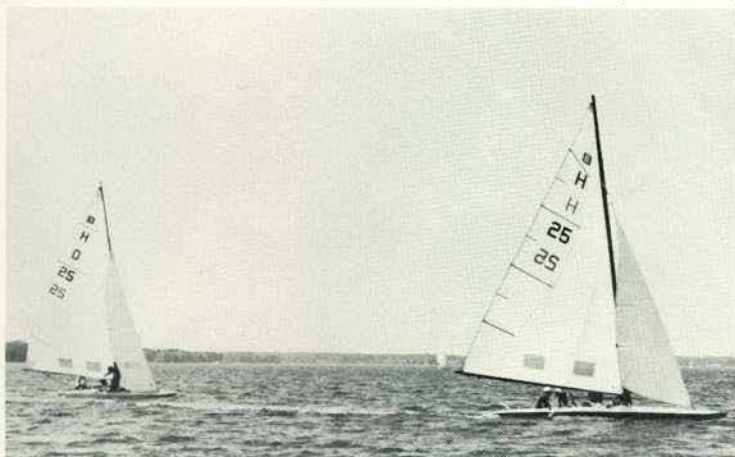
Maritime Museum, St. Michaels, MD. Lots of older wooden boats.

photo: Tim Storey



Tom Storey. Note the speed wrinkles.

photo: Tim Storey



Tom Storey chases Bill Storey. Looks like someone on Hopatcong found a new home for some old sails...

photo: Tim Storey



"Post No Bills" Note lack of deck hardware and pump in action.

photo: Brian Haumersen



Hartselle D. Kinsey, Honorary Chairman of the Wooden Scow Worlds presents first place trophy to Dean Lennox, of Lake Hopatcong, NJ.

photo: John Moorshead



Taken moments after climatic finish of Race #4. The locals looked worried about their Hinklies at this point.

1988 WOODEN SCOW WORLDS

photo: Tim Storey



Brian Haumersen (HO-44, '71 Melges) and Dean Lennox (HO-42, '72 Melges).

photo: Brian Haumersen



Tom Sabetta, winner of the coveted Baumann Memorial Trophy for outstanding crew work. He clinched it when he pulled the pin out of the forestay without warning. Fastest mast drop of the weekend followed immediately.

photo: Tim Storey



People who like to gamble on horses eat steamed crabs and race old scows.

Bowers Sails in '88



Two years ago **Gordy Bowers** made the commitment to coach the 1988 Olympic sailing team. But, in order to do it, Bowers Sails had to get its own team together. This winter **Jim Gluek** became a part owner. He is a great sailor who takes the time to communicate—a rare combination. Together with Gordy, **Tom Bowers** started Bowers Sails. As our production manager Tom works hard and long to insure your sail is built to the highest standards.



The Bowers Sails team with our customer's help have built a reputation for great sails. This year's **Black Tie Regatta** results are an example—1, 3, 4, 5 and 6th in Class C and 2 and 4th in Class M-20. Bowers in '88 means excellence in sailmaking, customer service and coaching.



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WORKING TOGETHER

How sailors and race committee members can help each other.

by Tom Hodgson

There is a long and glorious relationship between E scow sailors and race committee personnel that have served Rules. It has been a relationship not unlike the Hatfields and McCoys, the cobra and the mongoose, or a Prosecutor and a Reagan Cabinet member.

Time was when all race officers were "judges" — only ran races and judged protests. Modern thinking (and Anglo Saxon jurisprudence) separates these functions so that race officer errors can be dispassionately redressed. In Inland language, race officers are still "judges." But here we call them race officers.

Most race officers used to race sailboats. This gives them a unique perspective on what the other side is thinking. For example, the great Japanese Admiral Isoroku Yamamoto was educated at Harvard. It was Yamamoto who attacked Pearl Harbor. Robert E. Lee was a West Pointer. Knowledge of the enemy is invaluable during wartime. Since few sailors do race committee work, the edge goes to the race committee. I suggest that sailors abandon the fight and "join 'em." This observed acquiescence will be interpreted by the race committee as "cooperation" and most race committee personnel will be so shocked that they might accidentally set a square line and put the windward mark where it is supposed to be.

There are many ways that the cunning yachtsman can coerce the race officer into better work. Here are some suggestions.

1. Before the race, don't hang around the beer tent when you should be on the dock getting a taxi ride to your boat. Race officers are sensitive to people who could feel lonesome if only $\frac{3}{4}$ of the fleet is around at the scheduled time for the warning signal.

2. A dozen boats sailing up the windward leg, close-hauled and spread out, gives the race officer a superb picture of the wind across the course. This is much more reliable than his silly stick and thread, which only gives a picture of how the wind flows around his windshield.

3. The same principle applies at the starting line, where boats crossing the ends and middle of the line close-hauled will help the race officer see if one end cannot be crossed on either tack.

4. Race officers still like to play with their string and stick gizmos before the start, however. Sailors should accommodate this weakness by not sailing close to windward of the starting line boats before the start. This seriously disturbs the wind and will inhibit any good wind observations. The better information a race officer has, the better the line is likely to be.



Race Officers still like to play with their string and stick gizmos before the start.

5. As racing begins, sailors can help the quality of the racing by thinking about the 1988-92 Yacht Racing Rules as they approach the line to start. Many sailors approach the line thinking only about getting that one-in-a-million start. Think about your rights and obligations, and think about CLEAR AIR. The big bulges that cause general recalls and Sudden Death contain nothing but bad air and the potential to fly your "I" flag (or better yet, enjoy the jury room until 10:15 PM.)

6. Think about the yacht racing rules as you round buoys. Communicate with your competitors (beyond the Universal Maritime Hand Signal). I'm not suggesting that you drive your boat as if it were ringed with bottles of nitroglycerine, but know what you are doing before you jam your nose in to a pack of boats at a buoy.

The sailors should take our advice, but dare we deliver some to the race committee? Working together is a two-sided coin.

Race Committees can deviously do many things to herd the sailors around the course peacefully and quietly. For example:

1. Avoid setting the starting line close to a shore where winds might be bent by the shoreline and cause two different wind directions on the starting line. Not only does this drive sailors crazy, it is very difficult to accommodate for the race officers sitting on either end of the line. They each try to square the line to their own wind direction, and they both come away thinking that the other is just a little unskilled. Radio communication helps this condition.

2. Close shores can also sabotage a windward mark or a corner mark. Keep the sailors out of the jury room by placing those buoys out in clear air. Nothing creates protests like a rafting crash-out rounding at a buoy tucked up under a leeshore.

3. Work like crazy with the other members of the committee to get the starting line and the windward leg square to the wind. It is just amazing how docile a fleet of boats can become on a starting line that is equally fair to each boat. The key to this is in really nailing down the median wind direction. The wind will shift around plenty, but if you set up square to the middle of the shifts and keep the line off the shore, the sailors will likely spread out and respond with a clean start.

4. Have your committee well-organized and start the races when they are scheduled to start. Nothing will disillusion a fleet of competitors like a race committee flogging around twenty minutes after the scheduled warning signal, searching for a flag or trying to anchor a starting line boat.

5. Be sure both ends of the starting line are manned (apologies to women's lib) by accurate observers — the best and sharpest available. Nothing earns respect from sailors like catching the premature starters even those who think they have hidden.

In an ongoing effort to try to bring peace to these troubled parties, I further suggest that peace talks be held after each day's racing. The regatta social would be the perfect location. Let a beer or two be the mediator. There is little justification for a "we — they" syndrome. We sailors expect perfection from them, and overlook such unattainable behavior of ourselves. Wind and water often require loud voices, but quietly working together is better.



"—but know what you are doing before you jam your nose into a pack of boats at a buoy."

GARDNER COX

(1921-1988)

Friends of Gardner Cox (MA55) gathered on April 19, 1988 to remember the man and honor him for what he stood. The ceremony was a simple one — recollections of a few friends, Psalm 23 recited in unison, and then a prayer of St. Francis. The setting fit the occasion — the quaint building of the Philadelphia Corinthian Yacht Club which looks out on the Delaware River, where only months before, Gardner won his last dinghy championship.

Gardner was an outstanding sailor: an Olympic Team skipper (1968) in the 5.5-meter class, a member of the College Hall of Fame in recognition of his great sailing record at Princeton. He was a dedicated one-design enthusiast in many classes and an E-boater of ten years standing, thanks to a little salesmanship by Dick Walling and Bud Melges. The story goes that he was induced to risk two windy boat rides, and then bought the boat for the following season.

Gardner was happiest teaching sailing, teaching racing, and writing about it. It was as a writer for *Sail Magazine* in its early days that he was most widely known — especially when he played

straight-man in dialogue form to Charlie Streiber, an apocryphal hot shot and dumb wise guy of Gardner's invention. Streiber, often enough was us, and Gardner's humor was lethal exposing the high absurdity of our too often sailing behavior.

Charles Mason, *Sail's* Executive Editor, wrote this of Gardner: "Cox's seaman's eye for detail and his courage to say what needed to be said helped guide and shape the course of this magazine and we are grateful for that friendship and that experience."

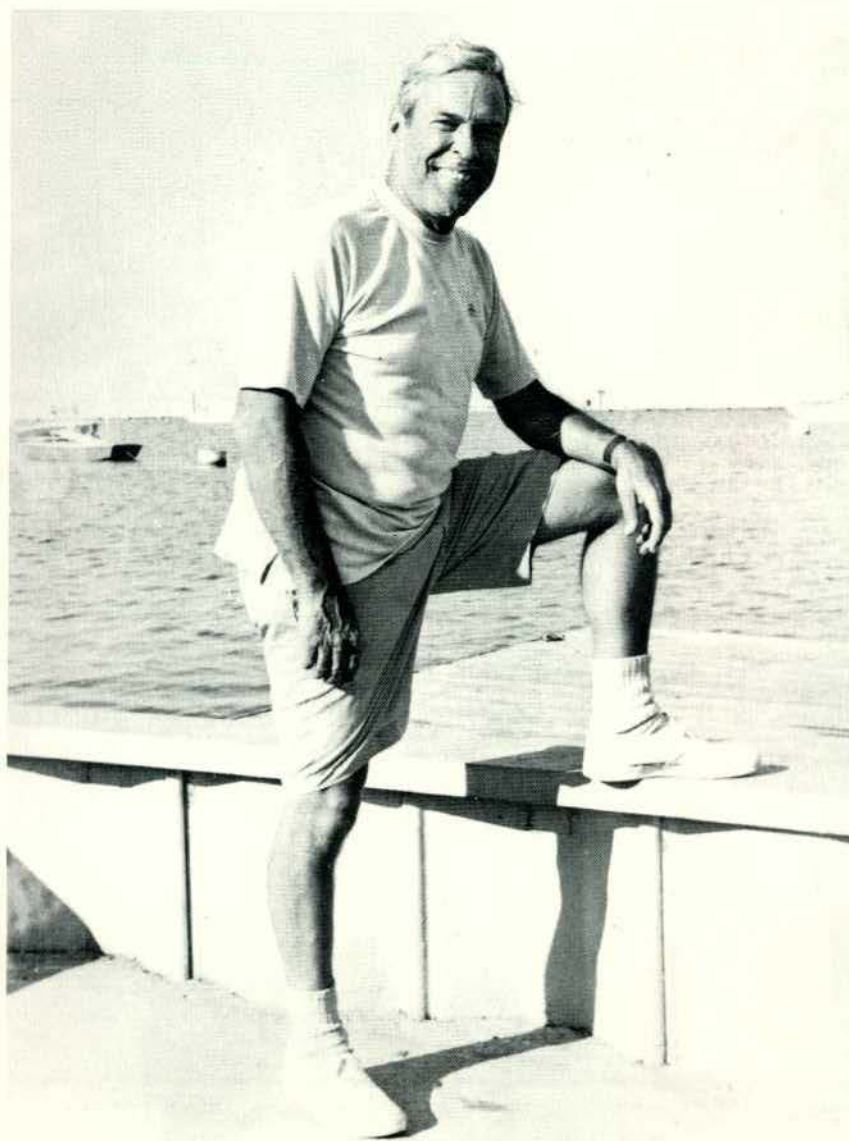
On April 19 on the banks of the Delaware, words of farewell conveyed truth about Gardner — some of them were:

— "Gardner was never afraid...to play by the rules in anything he did."

— "He was interested in the welfare of others in making this life a better experience for all."

— "Gardner was especially conscious of what would make a better life for those around him and that was exactly the wisdom that Gardner had — it was his very nature."

by Sam V. Merrick



Reminiscence of Gardner Cox

by Willie deCamp

Gardner Cox died this spring. I have hundreds of memories of a portion of Gardner's life — the sailing portion toward the end of a long sailing career. I put these few disjointed recollections to paper in the hope that a portion of Gardner's spirit may shine through.

My friendship with Gardner came after the glory days of his sailing career had past. Numerous intercollegiate, Penguin and 5.5 Meter Championships, were all accomplished facts. Gardner had entered a new phase. His flair for words had made him a celebrity as a columnist in *Sail Magazine*. He was spending more time with his family and at the Mantoloking Yacht Club, with occasional outings for match racing or E Scow sailing.

Gardner was a lover of great and small gestures. I think that for him a large part of the beauty of our sport lay in the fact that it provides so many opportunities for making fine gestures.

I remember Gardner as a man in his fifties surfing the shore break of the Atlantic Ocean in a hot new boat called a "Laser".

I remember practicing match race starts in little Duckboats with their centerboards down because they were the nearest thing we had to one-design keelboats at our yacht club. Afterward, we would hop into Lightnings or Solings, and to everyone's amazement Gardner would somehow outsail a top Lightning or Soling sailor. It was his choice of the Duckboats that made these victories sweet, because they made the quest into an adventure.

One time, off Marblehead, in one of our many match racing expeditions, we tacked about three boatlengths to leeward of a starboard tack opponent, who then hailed "protest", claiming that he had to alter course. Gardner responded with an unrepeatable profanity so politely expressed that it would have met with Amy Vanderbilt's complete approval.

Another time, after a series of poor jibes by our crew, Gardner left the helm and took the sheets to execute a flawless jibe. "What did you do?" asked the chagrined spinnaker trimmer, who had been guilty of overtrimming the sheets. "Absolutely nothing," said Gardner.

Gardner was a great raconteur. Once while waiting for breeze on Long Island Sound, Gardner told a long story about the Bay of Naples and how a local sailor, knowing that the wind was going to die, sailed off the course in an upcurrent direction and then used the apparent wind generated by the current to win the race. When the story was finished and a light and dying breeze returned to Long Island Sound, we decided to try the very same tactic in this race — and blew a ten boatlength match race lead!

Gardner understood instinctively that in sport it is how you play the game that is paramount. His disappointment at the 1968 Olympic Games at Acapulco probably lay not in his failure to win a medal, but in the fact that it was not him but his clubmate Carl Van Duyne who dazzled the sailing world with the magnificent and sportsmanlike gesture of voluntarily accepting disqualification (which was then the penalty) for hitting a mark even though no one saw it happen.

I remember Gardner writing an exuberant letter of introduction to a college sailing coach concerning a hot young local sailor who was about to matriculate at this coach's college. This sailor did not let Gardner down.

It is these kinds of experiences, not a racing record, that make up one's education and one's memories. For a young person interested in the sport of sailing and in life, episodes and incidents like these seem hugely important at the time; a few years later they seem less so; then with the addition of a few more years they loom large again.

Gardner was not one to complain about his own situation. Although he had at least his share of bad breaks in life, they simply weren't topics of conversation. "I'm feeling okay..." he told me by phone a few weeks before he died of cancer "...and that's a lie."

Now fate's hand has moved, and this string of gestures stands complete. Gardner made life, and especially sailing, feel exciting and important. He did this with grace, and for me, he still does.

1987 E-SCOW

A CLASS ACT



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From their introduction in early July at the E Invitational on White Bear Lake, sailors using North's computer-designed and cut E Scow sails placed 4th, 6th and 7th in a 41 boat fleet. Later season successes of 2 race wins (1st and 2nd overall) at the Pine-Pewaukee Regatta and 2 race wins (3rd and 4th overall) at the E Blue Chip showed their speed and consistency.

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ED. NOTE: Thanks to SAILING WORLD's generosity we are able to republish this in-depth article about E-scow sailing by Harry Melges III.

Angie Sheehan photo



FROM THE EXPERTS: **E-SCOW**

Harry Melges III shares his secrets on how to sail one of the fastest monohulls afloat.

For over 60 years E-Scows have been racing up and down the inland lakes of the Midwest. In the last 30 years they have spread throughout the country: You can now find a very strong class representation in the East, and there are new fleets springing up in the Midwest, as well as in California on Lake Arrowhead and Clear Lake.

An E-Scow is 28 feet long, is constructed of fiberglass or wood, and has a versatile rig. With an adjustable bilge board on each side and twin rudders near the stern, an E-Scow must be sailed at a 20-degree angle of heel, with one board and one rudder in the water at a time. These relatively small foils become very efficient when kept vertical, and create tremendous lift, helping the boat to point higher than most keelboats. At only 965 pounds fully rigged, the E-Scow ranks amongst the fastest monohulls in the world. Another attraction of the E-Scow is that it's a super family boat, since it can be sailed with a crew of three or four, and does not require a lot of physical strength. We usually sail with 500 to 600 pounds of crew weight with three, and sometimes with another 90- to 135-pound fourth crew when it's really windy. An added bonus to E-Scow sailing is that the boats are generally raced

on smaller lakes, so you are rarely more than a few minutes from your yacht club or the local pub.

Over the years two E-Scow builders have emerged: Melges Boat Works of Zenda, Wis., and Johnson Boat Works of White Bear Lake, Minn. Most E-Scows are made of hand-laid fiberglass laminated to each side of a closed-cell PVC foam core. This sandwich construction is vacuum bagged to suck out excess resin for a uniform bond and an exceptional strength-to-weight ratio. You can purchase a boat from either builder and go straight to the starting line—the boats come virtually race-ready, and the only preparation is in tuning the mast and sails.

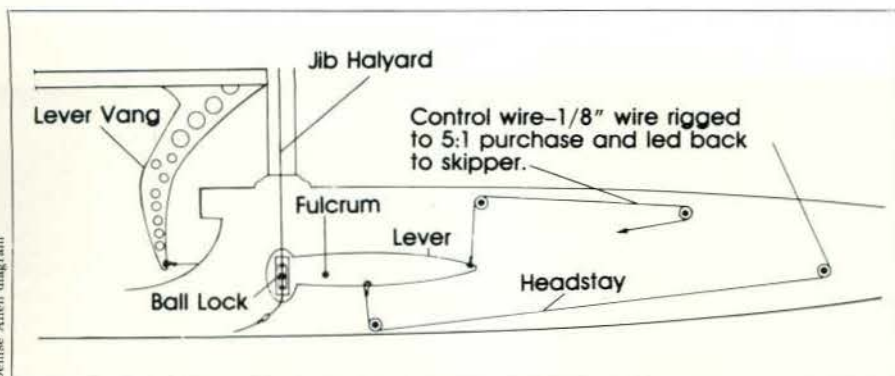
Tuning the Mast

The top performing E-Scow mast is the Melges Wedge. The spar is extruded T-6061 aluminum and sports a single taper at the tip. Since only one weld is needed to create the taper, less heat is produced that can weaken the aluminum. The Wedge taper also creates an aerodynamic shape, and the tip can be narrowed down to two inches. The single taper is generally stiffer than a double taper for better tip control in different

wind conditions.

There are two philosophies on how to adjust shroud and backstay tension. Prior to 1986 we were only allowed to use a 2:1 purchase on the running backstays, and used very tight shrouds to get adequate headstay tension. In 1986 the rules were changed to allow a 4:1 purchase on the running backstay, so it is now easier to tension the headstay with the runners. This lets you leave the shrouds looser so you get more headstay sag and a more powerful jib for higher pointing in light air. As the wind increases, we pull on the 4:1 runner to straighten out the headstay, flattening the jib and opening the slot between the jib and main. With the shrouds loose, mast bend is not restricted; as the wind comes up, vang, cunningham, and sheet tension can be applied to bend the mast and flatten the main. Many E-Scow sailors in the East still sail with tight shrouds, but in the last three years the loose-shroud, 4:1-backstay approach has dominated major regattas, and all the top Midwestern sailors race with loose shrouds.

Side bend at the tip is easily controlled by adjusting the tension on the lower shrouds. Loosening the lower shrouds sags the lower section of the



The adjustable lever for the jib halyard and headstay makes it possible to change both controls with one adjustment, since they are attached to the lever at points equidistant from the fulcrum. The lever is made of 1/4" aluminum, and the ball lock for the jib halyard is fixed at the aft end by only one bolt at the bottom to keep it stationary for a straight jib halyard lead when the angle of the lever changes.

mast, below the intersection of the forestay and the upper shrouds. When the lower section sags to leeward the tip bends to windward, and vice-versa.

We sail with one inch of side bend, which helps the mast tip stand up straighter, increasing mainsail leech tension for better pointing ability. We measure the side bend by sighting up the back of the mast, gauging the distance between the mast at the spreaders and an imaginary line drawn between the base of the deck-stepped mast and the intersection of the mast and the upper shrouds. Probably 75 percent of E-Scow racers sail with one inch of bend, but this may vary with the cut of your sails. Consult your sailmaker to determine how much sag you should sail with.

To adjust the shroud tension, first measure your mast rake by hoisting a tape measure to the top of the mast and latching it in the highest position. Measure to the intersection of the deck and the transom and set the mast rake at 33°9' (a good setting for moderate wind strength). Now hand-tighten the upper shrouds only, just until they are snug. There's no need to be exact with the upper shroud tension—the lowers are the important adjustment since they determine the amount of sideways bend, and the position of the mast tip. Go sailing and adjust the lowers while sailing to windward. Sight up the back side of the mast and adjust the lowers to get one inch of side bend, as described earlier.

Another critical adjustment is spreader angle, which again depends on your sail design. We sail with the spreaders angled so the distance between the back of the mast and a line drawn between the holes in the spreader ends is two inches. With our sails and the Wedge Spar, this angle will work well in all conditions.

Rigging and Deck Layout

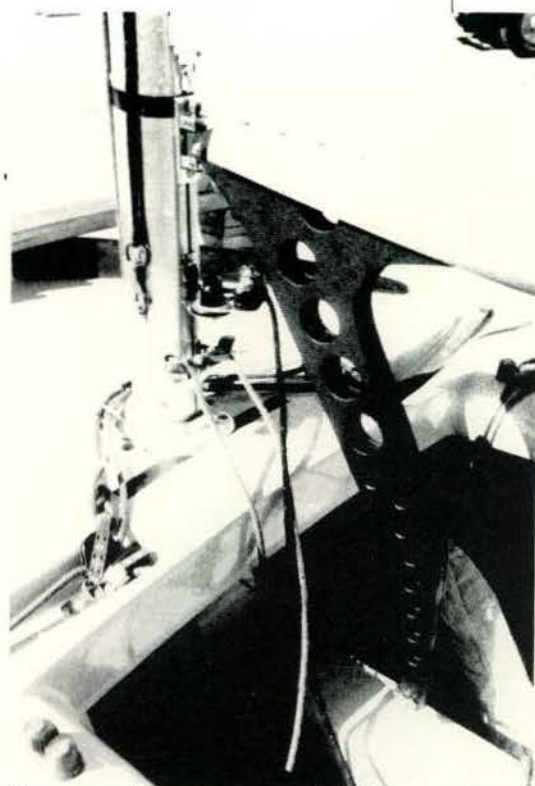
A unique feature of the modern E-Scow

is the adjustable lever used for rake adjustment and jib halyard tension. Recently we removed the wire from the luff of the jib, so now all the headstay tension is carried on the forestay itself instead of on the jib luff wire. The jib halyard and the headstay wire are connected to a lever under the foredeck, and a control wire is led back to the skipper (see diagram). The halyard and headstay are connected to the lever at an equal distance on either side of the fulcrum, so one adjustment can be made to change the mast rake, and the jib halyard is changed the same amount simultaneously.

As far as deck layout is concerned, I try to keep everything as simple as possible, so the skipper and crew can get their heads out of the boat and on the race course—where they should be concentrating on the wind and tactics.

Farthest forward are the jib controls, consisting of the jib cunningham and the jib traveler. Located between the jib trimmer and the middle crew is the main cunningham, the 4:1 backstay adjustment, and the vang control. Due to the limited purchase allowed for the backstay control, it takes two people pulling to get the proper tension. The vang control is located between the two crewmembers for the simple reason that if we ever get in an emergency situation and are about to capsize, the vang can be reached easily by either crew. We place the main traveler control aft of the middle crew. The main traveler is played regularly in the puffs, so the controller must have a free hand at all times to work it. The skipper is left with the sole responsibility of mast rake adjustment (not changed very often during a race), and the mainsheet. This keeps him free to steer the boat and make tactical decisions.

The spinnaker halyard, topping lift, and foreguy adjustments are all located on the aft side of the mast underneath the boom (photo). This is a neat and eas-



The powerful lever vang controls the boom and acts as a mast ram for mainsail shape control. Mounted on the aft side of the mast underneath the boom are the spinnaker halyard cleat (top), the pole downhaul (left), and topping lift (right). At bottom left is the port jibsheet car and track.

Harry Melges III photo

ily accessible location for these controls, and keeps the deck less cluttered. The spinnaker twings are located near the skipper.

Sail Trim

The E-Scow has a very versatile rig, enabling sailors to race with one all-condition mainsail, one all-condition jib, a reaching spinnaker and a running spinnaker. The Wedge spar, loose shrouds and 4:1 runners for headstay control make this possible, but the lever vang helps also. The vang not only creates a spacious environment for the jib man on the E-Scow, but it also acts as a vang and a mast ram at the same time. As vang tension is applied, the lever bends the boom down and pushes the mast forward. This action flattens the mainsail, moving the draft aft and straightening the lower leech of the mainsail for better speed in the breeze.

In very light winds, we use the reacher on all the spinnaker legs because it's smaller than the runner and will fly more easily. Usually an E-Scow has two spinnaker pole rings on the spar; use the low ring on a tight reach and ease the pole forward until it's directly over the centerline of the boat. Be careful not to

Sail Trim Guidelines

Jib

	Wind Strength		
	0-7 knots	7-15	15-28
Clewboard**	3rd hole	2nd hole	2nd hole
Luff Tension	Tension luff to eliminate horizontal wrinkles		Over-tension to move draft forward
Jib Car (distance from centerline)	15½"	13½"	16" or more to eliminate main backwinding

Main

	Wind Strength		
	0-7 knots	7-15	15-28
Sheet** (top batten)	Parallel to boom	Parallel to boom	Twisted to leeward
Traveler Car	3" above centerline	Centerline to 12" down in puffs	Between 6" down and rudder post
Vang Tension	Loose	Firm to moderate tight in puffs	Very tight, bend boom & ram mast
Cunningham	Loose	No wrinkles	Over-tension, draft forward
Outhaul	Just remove wrinkles along boom	Just eliminate wrinkles in chop, to black band in flat water	To black band
Mast Rake	33°11"	33°9"	33°6½"

* The most popular sailmakers in the class use the same clewboards, but check with your sailmaker to make sure you are using the right setting for the conditions.

** Check top batten by sighting from underneath boom, sitting on cockpit floor.

gauge this on the headstay, because it could be sagging to leeward. Keep the pole height approximately 90 degrees to the mast. Also, keeping the pole low on a tight reach opens the leech of the spinnaker and the slot between the spinnaker and the main. When reaching, the jib car must be eased out as far as possible, and the main outhaul, and main and jib cunningham should be eased. Work the vang constantly as the puffs come and go. Pull the leeward board up half-way and heel the boat so that the boom just kisses the water. This reduces the wetted surface and is very fast.

In light air when sailing downwind we leave the pole forward and keep the apparent wind forward. In more moderate air we move the pole three to four inches off the headstay, keep the boom just kissing the water, and pull the board three quarters of the way up. As the wind builds, we can gradually pull the

pole aft and raise it to the high ring on the mast. In the really strong puffs you can sail the E-Scow straight downwind and pull the pole way aft.

Special Considerations

The angle of heel is very important on an E-Scow. Upwind in up to 10 knots, go for maximum heel, but never let the water get up on the leeward deck. In more wind, sail with the bilge board vertical in the water. Don't let the boat heel too much when sailing in chop—it might feel good, but it isn't fast. Just make sure that the bilge board is vertical, or that the boat is just a little flatter. When sailing in a lot of chop, be sure to have a very full jib, and power up the main by keeping the rake forward, cunningham off all the way, and the outhaul pulled just until the vertical wrinkles disappear.

An E-Scow travels at very high

speeds for a sailboat, and is very maneuverable even though the rudders are only 12"x16". Still, it's important for the crew to be in tune with the skipper to help steer the boat. When a big puff hits, the bow has a tendency to blow to leeward, so the jib crew must be prepared to crack the sheet to prevent this.

The most important thing to do when tacking an E-Scow is to lower the new board at the right time. As the boat is turning through the tack, wait until the bow is just past head to wind to lower the board—if you do this too soon, it just creates extra drag and slows the boat down. Don't worry about raising the windward board until the boat is up to speed on the new tack. I like to ease the main slightly and then trim it in to heel the boat as we come up into the wind, and then everybody rolls the boat together. In light to medium winds, keep the jib trimmed in until the boat is head to wind and let the wind break it across. When it starts to get windy it isn't necessary to roll the boat, but crack the jib sooner so the bow can come up into the wind easier.

As far as tactical considerations go, at the start just remember that E-Scows accelerate quickly, so it's important to trim in before the boats around you or you might get rolled right away. If you have the room to leeward, simply put the boat on a tight reach with 15 seconds to go, get it up to speed by the time you hit the line, and make sure you can sail over the boat to leeward.

E-Scows don't seem to create much of a wind shadow, so don't be afraid to sail in someone's bad air if you think it's the right way to go, since the gains in a windshift can outweigh the loss of boat-speed. These boats sail so fast that you are never out of the race. If you find yourself behind, several good windshifts can move you right through the fleet. The important thing to remember is to keep the pedal down and never give up. •

National Class E-Scow Association, 122 Laurel Ave., Toms River, NJ 08753, 201/240-2740.

Johnson Boat Works, 4495 Lake Ave., White Bear Lake, MN 55110, 612/429-7221.

Melges Boat Works, Zenda, WI 53125, 414/248-6621.

Harry Melges III is the president of Melges Sails, Inc., of Zenda, Wis. A perennial champion of the ILYA in the E-Scow, he has also won the national championship the last three years. Melges is also currently steering a Soling in an Olympic campaign, and is one of the top J/24 sailors in the Midwest.



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No Excuse for Turtling

by Sam Merrick

Some may be confused:

The 1987 Rule Book for the Class had this to say on page 39 under "required safety equipment": all E boats had to carry "two foam panels supplied by NCEA for attachment to the head of the mainsail". The 1988 edition will eliminate that provision.

Does that mean the foam panels are past history so that all the effort put into developing them and then getting them adopted by the Board of Directors has gone down the drain?

The answer is a resounding NO. Because now more than ever (as they say) you might be compelled to use them if you want your finish counted.

During 1985 and 1986, when Chip Ulrich and Ted Beier were working out the details of panels of sufficient size and shape to prevent that most inconvenient experience of turtling, it became apparent that the voting membership of the Class would not accept compulsory installation of the foam panels at the top of sails. Mascho seemed prevailing. Hence the Board's carefully chosen approach in the 1986 balloting was to make it clear that the prescribed flotation was to be attached "solely upon decision of each helmsman". These were the exact words of the ballot and were embodied in the Scantling Rules on page 47 of the Rule Book. Compulsion (also by ballot) was applied to the installation of zippers for attaching the panels, so that there could be no impediment to using the panes given an affirmative decision by the helmsman.

During 1987 nearly everyone ordered the panels. Some used

them racing. Those who did and then capsized found they worked. Whether the panels made any speed difference in conditions demanding their use was not determined. Sentiment grew that more boats would use them if they should be required by appropriate authorities. Possible speed loss would be shared by all and nobody would run the risk of lacking courage and confidence.

Given such changing attitudes, plus the discovery that the panels carried but not for use were a nuisance, the Board decided to recommend that the members give power to regatta organizers to require their use if conditions seemed to warrant. This recommendation was then adopted by mail ballot. Hence the situation described in our lead paragraph — you no longer must stuff the panels where they seem unwilling to go, but you better have your set ready.

In the 1988 Year Book will be these words: "In order to facilitate race operations and prevent damage to equipment, the use of the panels may be required." In these days when lawyers roll their eyes at the horrors of liability claims, such language fudges what happens when race organizers fail to require the panels and *then* trouble occurs. Safety, after all, has nothing to do with the hazard of turtling — just an inadequate supply of committee boats and the damage from recovery activity!

Recent inquiries disclosed that the entire first run stock of 200 sets of panels have been sold and distributed. Back orders are awaiting a new inventory ready for the 1988 season.

Better order your panels now from the Secretary-Treasurer.



no caption necessary

Reporter Photo

ILYA Regatta Policies Open Doors

The Inland Lake Yachting Association has made some policy changes in recent years which affect Class E Scow Sailors nationwide by making ILYA regatta participation easy for almost anyone.

The association, which was started in 1897 as an association of member clubs, has always preserved the concept of being an association of and for those clubs. By requiring that ILYA regatta participants be members of a member club, and by requiring participants in the Championship Regattas to have sailed at least three races in the same class at the local club, the ILYA has supported the concept of sailors belonging to local clubs and actively participating in club racing.

But these same requirements have stifled growth to some extent. Scow sailors who did not belong to a member club were often precluded from participation in ILYA events. The most recent actions of the ILYA Board of Directors seem to solve that problem without abandoning the member club concerns.

The ILYA today recognizes itself as a midwestern based sailing association for scows. It recognizes that most of its member clubs, individual members, and regatta sites have been and will probably continue to be based in one of the seven midwestern states, namely Minnesota, Wisconsin, Michigan, Indiana, Illinois, Iowa, and Missouri. Sailors from those states are required to belong to an ILYA member club in order to participate in ILYA Sanctioned Events. With some exceptions, these same sailors are also required to support their local clubs by sailing in at least three races in their class at their home club prior to the ILYA Championship Regatta for their class.

Sailors residing outside of the seven states, however, need no ILYA member club affiliation. Sailors from outside of the Inland states need only join the ILYA as individuals in order to participate in ILYA Sanctioned Events. Several Eastern sailors have been taking advantage of this new policy in the last couple of years, and the sport is benefitting from it.

In order to encourage scow sailing and the formation of fleets and clubs within the seven states, the ILYA allows an individual to sail in sanction events for two years without belonging to a member club. It is hoped that during those two years, the individual will have made some progress in the formation of a local fleet or club, or will have found a club to join. To further ease the transition toward a club membership, the ILYA offers initial club memberships to clubs at \$75 per year for two years. (Incidentally, we are proud to announce the membership of Barnegat Bay Yacht Club, [NJ] under this program.)

The point of the preceding discussion, of course, is to emphasize the fact that in most cases, participation in ILYA Sanctioned Events is a possibility for almost anyone. As Executive Secretary of the ILYA, I invite you to call me regarding your interest in attending any event. I'd be happy to discuss the options and or send you a copy of *Scow Slants* regatta issue which includes a regatta entry application. Call or write ILYA, P.O. Box 311, Fontana, WI 53125 (414) 275-6921. This issue is too late to describe our Invitational at Oshkosh, but the ILYA Championship at Geneva, August 21-23, might be a regatta you would like to attend.

Jim Smith, Executive Secretary, ILYA



TO JOIN NATIONAL CLASS E ASSOCIATION

Contact

Sherri Campbell — Secretary-Treasurer
122 Laurel Avenue • Toms River, NJ 08753

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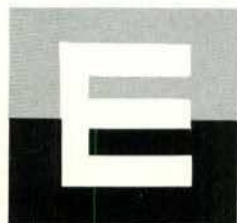


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